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15 OCTOBER 1980

(F0U0 6/80)

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JPRS L/9348 15 October 1980

Worldwide Report

(FOUO 6/80)



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15 October 1980

WORLDWIDE REPORT

Law of the Sea

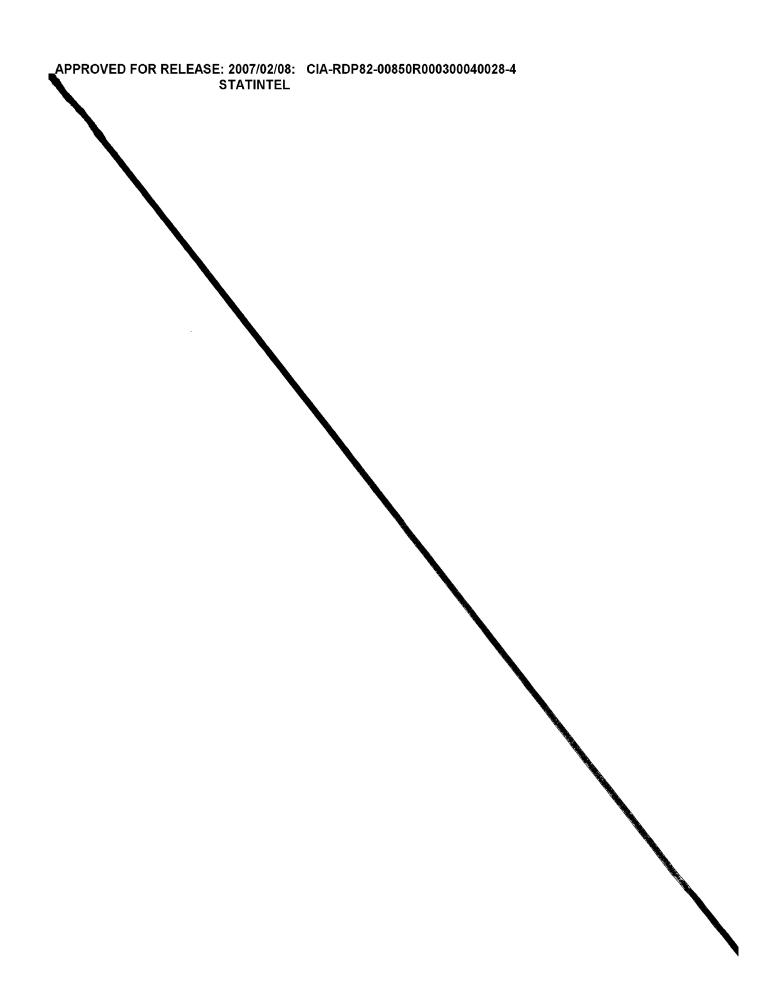
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WORLDWIDE AFFAIRS

MOROCCO ATTACKS CUBAN FISHING BOATS SUSPECTED OF AIDING POLISARIO

Paris JEUNE AFRIQUE in French 30 Jul 80 p 37

Article by Abdelaziz Dahmani: "Who Takes Who by Boat?

On Saturday 12 July at 1910 GMT, two Cuban vessels, the Moroboro and the Gilberto Pico, were attacked off the coast of the western Sahara by "unidentified" jets, according to the first reports from Havana. The attack cost the life of captain Jose Manuel Ventura of the Moroboro, while five other seamen, including one officer, were wounded. The two rather badly damaged vessels were aided by the Spanish destroyer Churrucua, then towed to the Canaries.

Ambushes and Responses

It was rather quickly learned that those vessels, "two tankers intending to supply the Cuban fishing fleet," according to Havana, were attacked by two Moroccan Mirage aircraft 20 minutes after their overflight by a reconnaissance plane.

The disagreement concerns the site of the attack: "More than 30 miles from the coast of the western Sahara, a territory illegally occupied by the kingdom of Morocco," according to the Cuban Communist Party organ GRAMMA;

"Within national territorial waters," according to Moroccan sources; "9 miles from the coast," according to a Spanish Navy spokesman in the Canaries. If the Maroccans proved discreet concerning the incident, the Spanish press was more prolix. The Madrid paper DIARIO 16 went so far as to assert that the Cuban vessels were in contact with POLISARIO.

The Moroccan air strike seems to have been a response to the boarding of several Spanish and Portuguese fishing vesiels by the Saharans. The captured fishermen were taken into the desert and serve as hostages for a negotiation aimed at forcing Spain and Portugal into a more conciliatory attitude toward POLISARIO.

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That time, it was Morocco which took the offensive.

It was not the first time, however, that Cuban vessels were suspected of lending a hand to the Saharans. As early as 5 November 1977, the Cuban trawler Rio Maria Beque was boarded by the Mauritanian coast guard. It had been in the area for weeks without ever casting its new nets. The crew was excessively large (92 seamen), and the vessel was equipped with sophisticated electronic gear. After its boarding, countries friendly to Havana had interceded for its quick release, promising that it would leave the region.

But Cuban, Soviet, Korean, Japanese, and other flotillas are numerous off-shore, attracted by fishing grounds among the richest in the world. And a few days after the departure of the Rio Maria Beque, on 22 November 1977, a Spanish vessel secretly unloaded at Nouadhibou a considerable quantity of military equipment to be taken to the Zouerate area by the mineral train. The timetable was kept secret. Nevertheless, 8 hours after leaving Nouadhibou, the convoy met with an ambush set by POLISARIO.

100 Dead

An "innocent" vessel had warned POLISARIO, which needed but a few hours to prepare the ambush.

It happened on that day that the governor of Nouadhibou, no doubt unaware of such techniques, had cut telephone and telex links with the outside to assure the complete safety of the convoy. And there were, on both sides, over 100 dead.

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WORLDWIDE AFFAIRS

BRIEFS

MEXICAN-U.S. TUNA PROBLEMS--Mexico City, Jul 2 (PL)--U.S. tuna ships are carrying out an open plunder of the sea resources offshore the northwest Mexican coasts, the federation of fishing cooperatives of Baja California denounced. Delfino Ortega, the president of the federation said that the illegal activity of the U.S. fishing boats has been detected mainly near the Maria Isles used as a penitentiary on the Pacific coast. Three U.S. tuna boats were arrested recently charged with illegal fishing in Mexican waters, said Ortega, who called for a further surveillance of the Coast Guard service in order to prevent plunder. [Text] [PAO22023 Havana PRELA in English 1930 GMT 2 Jul 80]

FRENCH-MAURITIAN ECONOMIC ZONE DEFINED--A decree published in the French official gazette on 19 July 1980 defines the French-Mauritian economic zone between Mauritius and Reunion. The decree, dated 15 July, is the promulgation of the French-Mauritian convention signed in Paris on 2 April. The zone is demarked by a line through specific points on a map attached to the convention and reproduced in the French official gazette. [Paris MARCHES TROPICAUX ET MEDITERRANEENS in French 25 Jul 80 p 1830]

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MAURITANIA

CABINET APPROVES MEASURES TO PREVENT CLANDESTINE FISHING

Paris MARCHES PROPICAUX ET MEDITERRANEENS in French 22 Aug 80 p 2077

[Text] On 12 August, the Mauritanian Council of Ministers approved a draft ordinance amending law number 78-043 dated 28 February 1978 establishing a code for the merchant marine and maritime fishing. By means of a substantial increase in penalties, the text was designed to strengthen the means of struggle against clandestine fishing.

Mauritania will in future confiscate the vessels fishing illegally in its established 200-maritime-mile fishing zone, Mr Oumar Soumare, minister of fishing and maritime economy, announced. This measure will not be retroactive, he made it clear, because his country wants to respect international agreements.

In recent weeks Mauritania has intercepted several vessels, Spanish in particular, fishing illegally in Mauritanian waters. Experts surmise that the greater part of the catch in Mauritanian waters in the course of this month has been unloaded in Las Palmas.

The Mauritanian fishing minister said that Mauritania will not authorize vessels to fish in its waters in exchange for fees. This system of "fishing licenses" which once existed was eliminated 2 years ago because Mauritania deemed the exploitation to which it led excessive. This system was replaced by the establishment of mixed companies, guaranteeing both maritime fishing operations and processing as well as packaging on land.

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